

NEW ROUTE TO CALIFORNIA,
AND
UNION OF THE ATLANTIC AND PACIFIC,

By Road, Railway, or Canal.

WITH NEW HOMES FOR EMIGRANTS IN THE FREE COLONY
OF COSTA RICA.

**.* The Undersigned, having examined all the Original Documents on which the following Statement is founded, and carefully considered the entire subject in all its bearings, is convinced of its general accuracy, and of the good faith and perfect respectability of the parties to whom the Concession of the Territory and Route have been granted, as well as of the perfect legality and safety of the undertaking.*

(Signed)

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AMIDST the numerous and important enterprises of modern times, and more especially since the introduction of steam navigation, none has been more frequently suggested than the union of the Red Sea with the Mediterranean, for shortening the communication between Europe and the East, and the union of the Atlantic with the Pacific Ocean for facilitating the intercourse between Europe and the West. The former is in process of accomplishment. The latter remains still but imperfectly achieved; though, of the two, the results of the last promise to be of the highest importance.

Another great question that has for years past occupied the public mind, in England, has been the best mode of lessening the pressure of population, by a judicious direction of the stream of emigration to those colonies in which the emigrants themselves may find a home best suited to their requirements, and likely to reward their industry most amply, and in the shortest space of time.

It is believed that both these objects may now be effectually accomplished, through a fortunate combination of circumstances which has never before occurred, and which, in all human probability, is never likely to occur again. A brief statement with respect to each will be sufficient to establish this assertion.

ROUTES BETWEEN THE TWO OCEANS.

Of these no less than four different lines have been at various times proposed, but each has been found to be attended with hitherto insupe-

neither has therefore yet obtained the requisite to secure funds for its completion.

is the route of Tehuantepec, from lat. 10° to 16° N. to formidable objections: 1st, its length, which is nearly 200 miles; and, 2ndly, the entire absence of any port or harbour at either terminus on the respective coasts.

The *second* is that of Nicaragua, in about lat. 11° N., which is liable to exactly the same objections; 1st, its length, being 172 miles! and, 2ndly, the entire absence of harbours or ports at either extremity.

The *third* is that of Chagres to Panama, in about the latitude of 9° N., which, though free from the objection of great length, has still two strong objections; 1st, its extreme unhealthiness; and, 2ndly, the entire absence of good harbours or ports.

The *fourth* is that of Darien, of which there are two proposed—one from Port Escoces, in about lat. 9° N. to the Gulf of San Miguel, in lat. $8^{\circ} 10'$ N., which has not been surveyed, and for which no grant or concession has ever been made;—and the other from the Gulf of Darien, in lat. 8° N. up the rivers Atrato and Napipi to the river Cupico, in lat. $6^{\circ} 25'$ N., the distance being about 160 miles! and there being no harbour or port on the Pacific side.

PROPOSED NEW ROUTE.

At the S.E. portion of the Republic of Costa Rica, between the latitude of $8^{\circ} 30'$ and 9° N., are two of the finest bays, or harbours, in the world—Boca del Toro, or Chiriqui, on the Atlantic, and Golfo Dulce, on the Pacific coast. A line of route between these two ports has only 70 miles of distance from sea to sea; its climate is extremely healthy; and, in addition to these advantages of good ports, short distance, and healthy locality—possessed by no other line across the Isthmus—it is as suitable for either a paved or macadamised road, a railway, or a ship-canal, as either of the others named. It is shorter than the route by Panama from America to California by at least 200 miles, and from Europe to California by 150 miles. It is already conceded to a Company of Associates, under conditions of the most favourable nature; accompanied with an extensive grant of territory, freedom from taxes or duties, and other collateral advantages possessed by no other party to the same extent; and being in the actual legal possession of the Agents of the Company, who have an infant settlement founded on the spot, it is ready for immediate operations, without the least cause for hindrance or delay. In comparison, therefore, with all other routes projected or proposed, its superiority is manifest and decided. We now turn to the other branch of the subject.

NEW HOME FOR EMIGRANTS IN THE COLONY OF COSTA RICA.

The experience of the last twenty years has effected a great change in public opinion, as to the necessity of a large annual emigration from the older countries of Europe to the less densely peopled regions of Australasia, Africa, and America. And not only are the governments of European nations more deeply impressed than at any former period with this necessity, as a more advantageous mode of relieving the pressure of a surplus population than either the consuming ravages of want, or the contests of revolutions or wars; but the prejudices heretofore reigning among the people themselves, as to the hardships erroneously supposed to be inseparable from the life of an emigrant, have gradually disappeared; while the number of those who have been successful in their colonial enterprises, and who have sent home from their surplus earnings sufficient funds to bring out the other members of their families to participate in their prosperity, furnishes the most striking proof of the increasing favour with which emigration and colonisation are viewed by all parties in the state.

It must be admitted, however, that one of the most important elements of successful colonisation is the right choice of the country to be made the scene of future residence and labours; and among the principal conditions by which that choice should be regulated, would be the following:

Firstly.—A CLIMATE free from the greatest extremes of heat or cold, subject to the least variableness in point of temperature, and at once healthy, agreeable, and well adapted to the development of agricultural wealth.

Secondly.—A SOIL characterised by general fertility, with sufficient gradations of elevation and depression to admit the cultivation of the products of mountains, valleys, and plains, and whose undulations and declivities would so favour the regulation and supply of irrigation and drainage as to ensure the proper amount of moisture or dryness for the specific purposes required.

Thirdly.—The presence of MINERALS beneath the surface of the earth, in coals and metallic ores, and a large supply of WOODS of various kinds above the surface, for all purposes of building, furniture,

and supply of fruit, as well as for manufacturing, dyeing, and medicinal purposes.

Fourthly.—The existence of CATTLE, HERDS, AND FLOCKS, including beasts of burden, as well as animals fit for food, and rich pastures for their support.

Fifthly.—The presence of RIVERS AND STREAMS for irrigation, for domestic consumption of water, for transport of produce, and for supplies of fish.

Sixthly.—The vicinity of good HARBOURS, for the convenience of maritime commerce, easily accessible to ships of the largest size, affording perfect shelter and good anchorage, and within a short distance of the parts of the country chosen for settlement, so as to make the conveyance to them of its produce, from its mines, forests, and fields, speedy and inexpensive.

Seventhly.—CENTRALITY OF POSITION between the most wealthy, populous, and commercial countries of the globe, so as to maintain advantageous relations of trade with all, at the least expense of time, and least exposure to danger in the navigation of the seas.

Eighthly.—A SETTLED GOVERNMENT, recognised by treaties with foreign and friendly powers; without a national debt or large standing army; having no slaves; enjoying free institutions for all; with light taxes; and a population rather below than above the due proportion to the extent of its area, or abundance of its productions, so as to have room for its expansion.

Ninthly.—A VIRGIN COUNTRY, rather new to colonisation than overcrowded with settlers already planted there, so as to give to the first-comers into the comparatively untrodden region all the benefits which priority of occupation, and first development of the natural and industrial resources of the country, are sure to bring in their train.

A union of the numerous advantages here indicated is so rare that there are very few countries on the globe in which they can be found co-existing. One such spot, however, possesses them ALL, in so remarkable a degree, that it may be safely pronounced to be the most eligible for the settlement of a new colony of any that have yet been made the scene of colonising operations. It has within itself every element required, and needs only the proper application of capital and labour, skilfully applied and directed, to realise the most sanguine expectations.

The truth of this will appear from the following STATEMENT OF FACTS, based on a personal and careful examination of the country described, by several competent and trustworthy persons, residents as well

as foreigners, and sustained by public and legalised documents open to the inspection of all who may desire to examine them.*

STATEMENT OF FACTS.

In that portion of the Isthmus of Central America which divides the Atlantic and the Pacific Oceans, lying between Panama and Nicaragua, extending from the eighth to the eleventh degree of north latitude, and occupying the whole breadth of the isthmus from sea to sea, has recently been founded the free and sovereign Republic of COSTA RICA.†

The independence of this state has been fully recognised by the adjoining republics of America, and is guaranteed by existing treaties with England, France, Germany, Spain, and other sovereign powers.‡

The Government of Costa Rica, wisely desiring to encourage the development of the agricultural and mineral wealth contained within its territory, and wishing also to open a short and easy communication between the two Oceans, by means of a good practicable ROUTE from the port of Boca del Toro, on the Atlantic, to the Bay of Golfo Dulce, on the Pacific, has conceded to a Company of Associates, for the purpose of inducing and enabling them to accomplish both these objects, the whole line of such proposed route, with a considerable breadth of land on each side of the same; as well as the two magnificent bays or ports named, which have no equal along the whole line of either coast. And, in addition to this, the same government has conceded to the company of associates a large extent of territory, covered with rich natural productions of all kinds, and containing mines of gold, silver, copper, lead, iron, and coal—the whole to be the property of such company in perpetuity; as well as an exemption, for fifteen years from the date of their first taking possession of the ports and territory so conceded to them, from all taxes, duties, or imposts, whether on persons or goods, of every kind and sort whatsoever.

This rich and beautiful colony fulfils ALL THE CONDITIONS enumerated in the preliminary paragraphs of this paper, as will be seen by taking them in the same order of succession in which they are there placed.

* Legalised notarial copies of all these documents, and authentic copies of the reports of the various authorities here referred to, with names, dates, and all other circumstantial evidence of accuracy, are in possession of the proper parties, and will be shown, without reserve, to all who are interested in seeing them.

† Or Rich Coast, the name originally bestowed on it by its first discoverers—Columbus and his followers—from its superior richness, in the fertility of its soil, and abundance of its mineral and vegetable productions.

‡ The treaty with England was signed at St. José, the capital, Nov. 27, 1849, and presented to both Houses of Parliament, by command of her Majesty the Queen, in the session of 1850.

1. *Climate*.—The climate of Costa Rica is so free from the greatest extremes of heat and cold, that even in the plains the whole range of the thermometer, according to Fahrenheit's scale, varies only between 77° at the lowest to 90° at the highest throughout the year; and even this is so tempered by the sea breezes from the two oceans during the day, and by the land winds from the mountains of the interior during the night, as to give a degree of freshness during the warmest season, while in the mountains the temperature is most moderate and agreeable.* The dry season of Costa Rica lasts from December to April, both inclusive, and the rainy season from May to November. But the rains rarely or ever fall during the whole of the day at any time, leaving intervals of sufficient space between the showers to admit of labour in the fields; and these rains, instead of being regarded as inconvenient, are hailed with pleasure by the inhabitants, as the means of refreshing the atmosphere and fertilising the earth, like our summer showers in Europe. It is these, also, that fill the rivers and keep them in the fittest state for transport or irrigation, as may be required. From its geographical position, the days and nights are nearly of equal length throughout the year, while the clearness and purity of the atmosphere and the beauty of the heavens exceed anything ever witnessed in the climates of the north. To crown all, the climate of Costa Rica is so healthy, that epidemic fevers are scarcely known there, which it owes chiefly to its freedom from those sluggish waters and other deleterious elements that are the fruitful sources of sickness in Chagres and Panama.†

2. *Soil*.—The soil is eminently rich and fertile, and adapted to the growth of every intertropical grain, fruit, and flower; while its varied surface of mountains, valleys, and plains, from the Cordilleras of the interior to the level plains near the sea-coast, admit of every variety of elevation and depression required for irrigation, drainage, character of soil, aspect, and position, for the most varied culture. It already produces wheat, maize, and rice, and this last not on lands inundated by standing water, as in Bengal and Carolina, but on a surface simply irrigated by rains, and of which there are two and sometimes three crops gathered in a year. The soil produces also cotton, hemp, and flax; coffee, equal in quality to that of Mocha; dragon's blood, gum mastic,

* In Canada and North America the thermometer ranges from 40° below the freezing point in winter, to 100° and upwards above zero in the summer.

† "The climate of the table-land (in Costa Rica) varies according to its elevation; but an equable, moderate, and agreeable temperature may be obtained there all the year round, with a perfectly healthy climate. The dry season lasts from October to May, during which the north wind prevails; and in the table-land, in November and December, water exposed to the open air at night, is sometimes, though rarely, covered with a thin pellicle of ice. The rest of the year is entitled the wet season, but the rains, though heavy, last only during the night, and the days are fair and cloudless."—*Macculloch, Geog. Dict.*, 1846, p. 938.

palma christi, sugar, indigo, and several balsamic, aromatic, and medicinal plants; cassia, cochineal, and cocoa of the very finest quality, most highly esteemed for its excellence throughout all Spain; leguminous roots and vegetables, including potatoes and other edible substances in great variety; with an abundance of fruits, as oranges, lemons, pine-apples, mangoes, citrons, bananas, tamarinds, ananas, guavas, cocoa-nuts, &c., as well as long pepper, ginger, honey, and wax; and, no doubt, all the eastern spices of Ceylon and the Moluccas might be grown here in the greatest perfection, as the latitude and temperature are nearly the same in these islands as in Costa Rica; while the grape vine, the olive, and the tea plant, might each find congenial soil, temperature, and aspect, in the more elevated sites.

Its trees include mahogany of the largest size and finest quality, generally known as Spanish mahogany, ebony, live oak, and Spanish olive, the wood of which is of great durability, and is much used in the construction of ships; immense groves of the cocoa-nut palm, the fruit of which produces the fibrous substance called *coir*, extensively used in the Indian seas for cables and cordage of all kinds, and oil for burning and other purposes; the cedar and guyaca, or American teak; sandal wood, so highly esteemed for its beautiful texture and agreeable perfume; vanilla, the trees which produce the balsams of tolu and copaiva, as well as caoutchouc, or india-rubber; the production known as vegetable silk, from its resemblance to that material; sarsaparilla, and other medicinal drugs; several descriptions of dye-woods, including the log-woods of Brazil; and others of close grain and texture, susceptible of great beauty and high polish, and therefore well adapted for furniture of all kinds.

3. *Minerals*.—The same chain of mountains known as the Andes or Cordilleras, which produces the gold of California and the silver of Mexico and Peru, runs through the centre of Costa Rica, with openings or depressions favourable for a passage through them, from the Atlantic to the Pacific; and while abundant evidences of the existence of the precious metals, as well as of copper, lead, and iron, have presented themselves to the surveyors and to the inhabitants,* a recent discovery has been made, at the village of Terraba, of a large bed of coal, upwards of six miles in length, and 150 feet in breadth, as well as anthracite in other localities. Besides these, there is an abundant supply of granite and other stones for building, lime from madrepores and shells, and clay suitable for bricks, tiles, pottery, and earthenware.†

* "The precious metals (gold and silver) are found in great abundance in Costa Rica, with copper, iron, lead, nickel, zinc, antimony, &c."—*Maculloch*, p. 938.

† "'From the mine called Tisingal (Costa Rica)' says Alcedo, 'not less riches

4. *Cattle and Beasts of Burden*.—These, including horses, mules, and oxen, abound on the rich pastures of the country, and goats and sheep may be multiplied to an indefinite extent. At the present moment Costa Rica furnishes to Panama and other parts of the isthmus large supplies of cattle, but, from the length of their journey by land, many perish by the way. Should steam-vessels, however, be employed on the coast, such cattle could be sent from Boca del Toro to Chagres in twelve hours, from Golfo Dulce to Panama in six hours, and to every part of the West India Islands in from two to three days at the utmost. The price of a bullock on the pastures of Costa Rica is four or five dollars; on the sea coast ready for transport, from ten to fifteen dollars; and in Jamaica, from eighty to a hundred dollars.* In addition to these may be named, deer in the forests, wild boars, swine, and hares, wild turkeys and ducks, with many other land and water fowl fit for food.

5. *Rivers*.—There are numerous rivers and streams running from the central chain of mountains into the Atlantic on the one side, and into the Pacific on the other, of which it will be sufficient to name the following:—El Tigre, Las Esquinas, Rio del Punta Arca, El Arenitas, El Rincon, Rio Coto, Rio del Pavon, Rio Clara, Rio Canaza, Rio de la Palma, Rio de las Aguyitas, and Rio del Tamales, all flowing into the Golfo Dulce; and the Rivers Banana, Rabato, Biarra, Chiriqui, and others, flowing into the Bay of Boca del Toro. In these rivers wholesome fish of various kinds abound; while the tortoise, which furnishes the rich tortoiseshell of commerce, the oyster that yields the finest mother-of-pearl, and frequently the beautiful pearl itself,† as well as the shell-fish that contains the rich Tyrian purple dye, so highly esteemed by the ancients, are all found in the waters of Costa Rica; and huge whales, driven from their usual haunts in the northern and southern seas, by the whale ships pursuing them there, have of late resorted in large numbers to the Pacific Ocean, on the coast of Costa Rica.

6. *Harbours*.—Two of the finest bays or harbours in the world exist at the two extremities of the proposed route across the Isthmus,—namely, the Boca del Toro and the Golfo Dulce; an advantage possessed by no other line of route that can be made to connect the two seas, whether at Darien, Panama, or Nicaragua.

have been extracted than from that of Potosi, in Peru.' That state has also the gold mine of Agacuate, which began to be worked about 1821, but we have no recent accounts of its produce."—*Macculloch*, p. 939.

* "The most valuable resources of Costa Rica are its cattle, sheep, hogs, and goats. The horses are not good, but the mules are very superior."—*Macculloch*, p. 939.

† "The pearl oyster is found on the coasts."—*Macculloch*, p. 939.

The Bay of Boca del Toro* is formed by a deep curvature in the Atlantic coast, about latitude 9° north, for a distance of at least forty miles in extent; and from one extremity to the other it is protected from the wind and sea by a range of islands, many of them containing wood and water, forming a natural barrier or breakwater, but having safe passages between them for ships of the largest size. The two ports or harbours into which this splendid bay may be said to be divided,—as Amirante on the north-west, and Chiriqui on the south-east,—are large enough to contain the whole navy of Europe, with good anchorage in six, nine, and twelve fathoms, near the shore, and in perfectly smooth water at all seasons of the year.

The Bay of Golfo Dulce† is formed by a still deeper inlet on the Pacific coast, stretching from latitude $8^{\circ} 20'$ to $8^{\circ} 50'$ north, and about thirty miles in length, with a breadth of six miles in its narrowest and fifteen miles in its broadest parts. It has a depth of thirty-five fathoms in its centre, with twelve, ten, and eight fathoms near the shore, and a rise and fall of six feet of tide. Several rivers and streams are discharged into it, and it is so protected as to afford safe and secure anchorage in all winds, with easy ingress and egress at all seasons of the year.

In addition to the admirable position and advantages possessed by this noble bay, there exists on its eastern shore a singularly favourable inlet to an inner harbour, called Golfito, or the Little Gulf, being about two miles in length and one in breadth, where, in ten fathoms' water, gradually decreasing to the shore, ships may be as perfectly sheltered as in the docks of London or Liverpool; and this offers so admirable a ready-made basin for all purposes of loading and unloading, for careening and other repairs, for which its rise and fall of tide is so useful, as well as for magazines and warehouses, that in all probability it will be chosen as the site of the first town to be built in the colony on the Pacific side, and form the fittest terminus for the route to connect it with Boca del Toro on the Atlantic. These two ports, so safe yet so capacious, are not more than seventy miles from each other in a straight line, including the whole breadth of the Isthmus from sea to sea; and they are consequently not more than half that distance from the central portion of the territory from which produce would have to be conveyed. The healthiness of this region may be judged of from

* Or the Mouth of the Bull, so called from one of its principal entrances, probably from some fancied resemblance to it in shape, as the Mouth of the Dragon, the name of the principal entrance to the Bay of Trinidad.

† Or the Smooth and Tranquil Gulf, so called from the perfect shelter it affords, as the Pacific was the name given to the great ocean on which it stands, from its generally tranquil sea.

the fact that among a body of sixty persons, established for two years on the banks of the River Chiriqui, no serious illness has manifested itself, while several who came there in an enfeebled condition have had their health and strength perfectly restored.

7. *Centrality of Position.*—It will be sufficient to cast the eye on the map of the globe to be convinced, that of all the positions that could be chosen for the purpose of extended commercial intercourse, no spot on all its surface could be more favourable than those magnificent bays named, connected, as is proposed, by a safe, speedy, and open route between them. From the Atlantic side, the whole of the Gulf of Mexico, the West India Islands, and the southern ports of the United States of America, are within less than a week's distance; the northern ports of America and Canada, the principal portions of the coast of Brazil, and the eastern coast of South America, within ten days' or a fortnight's sail at the utmost; and Europe and the Mediterranean within a month. From the Pacific coast, all Mexico and California to the north, and Chili and Peru to the south, are within a week or fortnight's sail from Golfo Dulce; while to the west, the Sandwich Islands, Japan, the Phillippines, China, Borneo, Australasia, the Eastern Archipelago, and all India, are within a month or six week's distance. Moreover, the navigation of these intertropical seas is infinitely less disagreeable and less dangerous than rounding Cape Horn or the Cape of Good Hope, being within the range of gentler winds and a smoother sea.

8. *Settled Government.*—The Republic of Costa Rica is in undisputed possession of its sovereign power as an independent state, and as such has been acknowledged by treaties of peace and amity with Great Britain, France, Spain, the United States of America, and other governments, and has its own representatives and consuls in each of the countries named. It has the honourable distinction of being unencumbered with any national debt; and it has a very small army, and very light taxation, the absence of these two great burdens which press so heavily on other countries reducing its actual expenditure to a correspondingly moderate scale. By its constitution, the free exercise of their religion is granted to all strangers; and the subjects of Great Britain are placed on the footing of those of the most favoured nations; while its native population is extremely moderate for a country of such extent. It has also a commercial code of great clearness and liberality, and no slavery exists within its territory.

9. *Newness of Colonisation.*—Up to the present time it is believed that no attempt at colonisation has been made in Costa Rica, excepting that arising out of the grant of the concession made to the present Company of Associates; but as one of the conditions of the concession

was, that immediate steps should be taken to establish a certain number of settlers within a given time, the company have already fulfilled that condition, and are now in full legal possession of the territory, ports, and route granted to them, having sent out their agents for that purpose, and these have already gathered around them an infant colony of about 150 settlers, whose numbers are constantly increasing. Buildings have been erected for their accommodation, and their labours are applied to various requisite purposes. The line of route has been carefully examined, and a detailed estimate made by a skilful engineer, who was employed at Panama, of the probable cost of its construction. The two bays of Boca del Toro and Golfo Dulce have been scientifically examined by competent marine surveyors, and all their hydrographical characteristics have been embodied in a chart, under the inspection of the principal hydrographer of the French marine, and the conservator of the maps and charts of the National Library of Paris, with the fullest guarantees for its accuracy. All these preliminary expenses have been incurred and discharged by the Company of Associates, so as to prepare the way for operations on a larger scale, by removing all possible doubt as to the perfect practicability of their enterprise.

To accomplish this with the least delay, all that is wanting is the requisite amount of capital and labour; and for the purpose of obtaining this from parties willing to participate with them in the benefits which such an undertaking is calculated to produce, they propose to form a **JOINT STOCK COMPANY**, on certain conditions to be mutually approved; and in lieu of any money payment to themselves for the value of such concession, or for the reimbursement of the great outlay in labour and expense already incurred, they will be ready to receive as a full consideration for the same, one-fifth of the whole number of shares into which such property may be divided, thus continuing themselves to be co-proprietors, and equally interested in the general prosperity.

The following are the proposed conditions for such Joint Stock Company, subject to such modifications of detail as may not affect the general principles of the Association, and as further consideration and experience may suggest for adoption.

PLAN AND CONDITIONS OF THE COMPANY.

The Company to be called "**THE ATLANTIC AND PACIFIC JUNCTION AND COSTA RICA COLONISATION COMPANY.**"

Its capital to consist of one million sterling, to be divided into 200,000 shares of 5*l.* each.

A deposit of one pound sterling per share to be made on the first purchase, and a further sum of one pound per share on each succeeding

three months after the first, till the whole amount shall be complete; such payments to be acknowledged by coupons representing the same, and transferrable as notes payable to bearer.

One-fifth of the whole number of shares, into which the stock of the Company is to be divided, to be assigned to the Company of Associates, to whom the concession of the colony has been made, and whose agents are now in legal possession of the same, for the purchase of all the territory conceded to them, with all the collateral privileges connected therewith, as well as for the repayment of all expenses incurred; in consideration of which, they are to make a legal assignment of all their right and title to the same, without any reservation whatever.

These shares so appropriated as the purchase of the concession to be considered as fully paid up, and to be acknowledged on their face to be free from all further demands on them to complete their validity.

Shareholders willing to anticipate their payments, by making a deposit of the whole of the five quarterly payments of one pound each at once, to be allowed an interest of 5 per cent. per annum on such payments, or an equivalent discount on the whole.

As soon as the deposits on shares shall amount to the sum of 20,000*l.* sterling, the Company to be authorised to commence operations, by sending out to the Colony a skilful engineer, with proper assistants, and a sufficient number of competent workmen, as masons, carpenters, smiths, and ordinary labourers, to put the existing road in good working order for a Mule and CARRIAGE ROUTE across the Isthmus; and the erection of suitable Stations, with Stables for relays, as well as for the purpose of making quays and wharfs in the two ports at either terminus, erecting habitations for the workmen and colonists, and magazines and warehouses for the reception of merchandise, with such other preparations as may be deemed necessary.

To avoid the risk of all pecuniary liabilities on the part of either directors or shareholders, one of the fundamental rules of the Company to be, that of *contracting no debt whatever*, by not ordering any supplies, or undertaking any works, for which they have not the actual requisite funds in hand—paying for everything in ready money, and taking the benefit of the discount allowed. And as the labour of forming the route and attracting colonists and settlers will be necessarily progressive, the quarterly payments on the shares sold would furnish the supply of funds as fast as they could be required for expenditure.

Any failures to make these quarterly payments with the strictest punctuality to be attended with the forfeiture of the shares on which such payments should fail to be made, for the benefit of the Company.

As colonists may be expected to go to the Company's territory from England, Scotland, and Ireland, as well as from France, Belgium, and Germany, it would be desirable to have the head-quarters of the board of directors in London, with branch offices in Liverpool, Glasgow, and Dublin, as well as in Paris, Brussels, and Hamburgh, all under the authority and direction of the board in London.

In securing passages by sea for colonists going out from either of the ports named, and in the sale of lands, concession of mines, or grants of privileges for any undertaking in the colony itself, preference to be always given to shareholders of the Company, either by an abatement of ten per cent. in the prices charged to non-shareholders, or by receiving paid-up shares as cash payment.

In cases of emigrant labourers and artisans being willing to go out to the colony, but being without the means of paying their passage or providing themselves with the necessary outfit of tools for their use on arrival, the Company to provide steerage passages and provisions to such labourers and artisans, and supply them with all necessaries on their landing at Costa Rica, on their signing engagements before embarking, to allow a deduction from their respective salaries, by moderate instalments, till the amount of such passage-money and supplies be reimbursed.

Purchasers of land to the extent of 100 acres to have a free steerage-passage and provisions for one person, and an additional person for every additional 100 acres so purchased, at the expense of the Company; or if a cabin-passage should be preferred by such purchasers, then an allowance of the amount of such steerage-passages and provisions to be made in deduction from the sum chargeable for cabin passengers.

A certain portion of the profits of the Company to be devoted to the erection of school-houses, and to form a perpetually-increasing endowment, as population increases, for the gratuitous instruction of all the children of the colonists who may be sent to them.

Another portion of the profits of the Company to be appropriated to the building of a Hospital and a Sailors' Home at each of the ports of Boca del Toro and Golfo Dulce. In the former, the sick to receive free medical attendance, medicine, and nourishment, till their health is restored; and in the latter, sailors of all nations to be furnished with free lodging and accommodation, and boarded at the lowest cost necessary for defraying the actual expenses of their living.

Religious worship, and the building of churches and chapels, and maintenance of clergy and ministers, to be perfectly free to all, at their own expense.

Provision also to be made with one of the principal Life Assurance offices in London, for the annual payment to it of a certain moderate per centage on the salaries of all persons in the employ of the Company, whether in Europe or in the colony, in order to secure to them deferred annuities, in proportion to their payments, as retired allowances after the age of sixty-five; and the practice of ensuring this provision for the future, as well as insurance for the benefit of survivors, to be encouraged by all possible means among the colonists themselves.

In the event of any dispute arising between the directors of the Company and any of its officers, servants or shareholders, or between any of these parties themselves, on any matter relating to the property or business of the Company, the parties to be bound to submit all matters in dispute to the decision of arbiters chosen in the usual way—one arbitrator by each party, and an umpire in case of need, by these two—neither of whom to be members or shareholders of the Company—in order to avoid the uncertainty, delay, and expense of law proceedings in any of the ordinary courts.

SOURCES OF PROFIT AND REVENUE.

The revenue and profits of the Company would be drawn from the following, among other sources:

1. The sale of lands, forests, and mines, with the reservation of a small annual quit rent on the lands sold, and a very moderate tribute on all minerals and metals drawn from the soil. As the extent of territory granted by the concession amounts to about a million and a half of acres, this alone would more than return the whole amount of the purchase-money to be paid in shares for such concession, independently of all collateral advantages.*

2. The passage-money and freight for all passengers and merchandise conveyed across the Isthmus, by means to be provided by the Company, in vehicles suitable for each—the ROUTE, when completed, with proper stations and relays, admitting the transit of passengers in a single day, and the heaviest goods in two days, so as to make it almost certain that it will be the most frequented of all the routes from sea to sea, whether it be by a paved or macadamised road, a railway, or a ship canal.†

* The actual area, including the route, is about 1,500,000 acres, which at 5s. an acre only, would produce 375,000*l.*, or nearly double the price of the concession; but when the route is formed, portions for farms and buildings along its borders, near towns and villages, will be worth from 5*l.* to 10*l.* an acre in a few years. Instances are known in Canada, Natal, and Australia, where land, bought at 20s. an acre, has been worth 20*l.* in five years—and 100*l.* an acre in ten years for building ground. In New York and in Sydney, building lots have sold at the rate of more than 1000*l.* an acre, in small portions, by the original purchasers.

† The route between Boca del Toro and Terraba has long been open and prac-

3. Light duties and charges on ships and goods, which, by the moderation of their scale, shall attract commerce to its shores; and, in addition to the safe navigation, spaciousness, and security of its admirable ports, make the colony the resort of all nations.

4. Supplies of coals to the numerous steam-vessels which already ply along the coast, and the number of which will be doubled or trebled by the settlement of the colony, as well as supplies of wood, water, and fresh provisions to the whale ships and trading vessels of the Pacific and Gulf of Mexico—these supplies being abundant, cheap, and easily shipped under the shelter of its bays.

5. Grants of concessions to companies for sea-fisheries, pearl-fisheries, or working of mines, or the undertaking any such operations by the parent Company itself, should this be deemed fit.

As every addition to the population of the colony will increase the value of every acre of its lands, its forests, and its mines, the productions of each could not fail to augment from year to year; while new discoveries of valuable materials of commerce, and new wants for the supply of European commodities for the consumption of the colonists as their wealth increases, would give such an impetus to enterprise in various ways, as soon to repay, not only the original purchase-money of the con-

tised, and large droves of cattle and laden mules have passed without difficulty; and the other portion of the route from Terraba to Golfo Dulce has recently been opened by the agents of the concessionaries, so that its perfect practicability is established beyond all doubt. All that is required, therefore, for the present, is to pave or put in good working order the road thus opened, and establish a few stations on the same, so as to admit, in a few months, the transit of passengers to and from California, of which many hundreds arrive and depart by every steamer; and while realising immediate profit from this simple and inexpensive source, the concession may be granted to other Companies disposed to undertake a railway, if that be thought desirable: or the maritime nations of England, France, Holland, Prussia, and America, may be prevailed on to purchase the line best adapted for a ship canal, by a contribution of funds proportioned to their respective interests, making it open to all nations: as the cost of such an operation, and the length of time requisite for its completion, would require their powerful aid to accomplish it; but, in the mean time, the ordinary route from port to port might be made a source of immediate profit, and immense public convenience; and, as the colony fills up with settlers, it would be soon inhabited along its whole extent, as the most valuable portions of land for colonists would be as near as possible to the borders of the route.

The official *Gazette* of San José, of the 27th of Sept., 1851, mentions, that the American steamers constantly bring from 300 to 400 passengers from California to Nicaragua and Chagres, and these are so progressively increasing, that it is expected that they will ere long be doubled. The *Times* of Dec. 3, 1851, mentions, in its American intelligence, that owing to the length and difficulty of the Nicaragua route, about 200 passengers were *fourteen days* in crossing the Isthmus, and many of them suffered extreme hardships on the way, while a large number were left behind. By the route of Costa Rica two days would have been amply sufficient for their passage, even in its present state; but when provided with proper vehicles and stations, a single day would accomplish it.

cession, but all the subsequent outlay made for the settlement of the colony, and leave an annually augmented revenue, free from the heavy burden of a public debt, an expensive army, a dissatisfied population, or a war with savage tribes—drawbacks which hinder the progress and prosperity of so many of the existing colonies of the world, but from all of which the colony of Costa Rica would be free. In it there is no public debt of the state, and none can be contracted by the Company, according to the fundamental rule of its constitution; no army will be required, as there is no foreign or domestic enemy to be apprehended; and there can be no war with savage tribes, nor any insurrection of domestic slaves, as neither the one nor the other have any existence, either within its territory or on its borders.

To the numerous class of philanthropists who desire to see the slavery of Brazil, Cuba, and the Southern States of America supplanted by the cultivation of sugar, cotton, coffee, &c., by free labour, no more favourable opportunity could present itself than this colonisation of Costa Rica, where all those productions, and each of the best quality, may be raised by the free labour of the native inhabitants and European settlers to any extent desired, and at a rate that would command a preference in the European market.

Thus, with ordinary prudence and judgment in the direction of its affairs, and the careful avoidance of all speculation, a large and steady profit and revenue is as certain as any human prospect can be, of being realised from the various sources named.*

* In an admirable article on the Isthmus of Panama, published in "Chambers's Papers for the People," No. 55, issued nearly a year ago, and before the present prospectus was thought of, there is a faithful description of the almost insuperable difficulties attending the execution of a ship canal by either of the lines of Chagres and Panama, of Darien and the Atrato, and of St. Juan and Nicaragua, while it confirms the view here taken, namely, that, for the present at least, an improvement in the route already opened for transit is both practicable and likely to be attended with the greatest benefits. The following is the closing paragraph of the article referred to:—

"Comparatively very trifling improvement in the mode and power of transit would be of incalculable benefit to the states of Central America, and to those whose merchant traffic is connected with them. Take, as an instance, the small but industrious state of COSTA RICA, bounded on the south by New Granada, and on the north by Nicaragua. Its exports, consisting of coffee, cocoa, indigo, &c., amount to 1,000,000 of dollars annually, which chiefly find their way to England, and are repaid by British manufactures, all of which have to be conveyed round Cape Horn, whereas a *decent road of seventy miles* would enable the Costa Ricans to ship their produce and receive their returns by the San Juan" [or Boca del Toro, both being accessible from the Atlantic, and reduce the length of the voyage from four months to one month only]. "Any arrangements, therefore, which attract attention to these practically unopened countries, however they may fall short of the loftier object at which they were aimed, will not the less have rendered true and lasting service to the gradual but sure and glorious work of knitting together kingdoms and peoples by the strong bonds of mutual intercourse, service, and esteem."